

## Annex A **Motor Glider Abbreviated Checks**

### PRE-FLIGHT CHECKS (REDUCED)

<b>C</b>	Controls.	Full and Free movement in the correct sense.
<b>B</b>	Ballast.	Weights and balance within aircraft limits (fuel state)
<b>S</b>	Straps.	Tight and Secure (If flying solo, ensure spare straps also.
<b>I</b>	Instruments.	Pilot cover removed. Instruments serviceable and set correctly.
<b>F</b>	Flaps.	Not fitted.
<b>T</b>	Trim.	Full and free movement then set for takeoff.
<b>C</b>	Canopy (ies).	Closed and locked.
<b>B</b>	Brakes.	Full and free movement both sides then closed and LOCKED.
<b>E</b>	Eventualities.	EFATO/Aborted takeoff considerations.
<b>P</b>	Petrol.	Sufficient for task. Fuel ON. Minimum 10 litres for takeoff.
<b>P</b>	Propeller.	Correct Pitch. Prop Clear.
<b>T</b>	Throttle.	Set for start. Check friction.
<b>I</b>	Ignition.	Set as required.
<b>M</b>	Mixture (Choke)	Set as required for start.

Full pre-flight checks are contained in the flight reference cards normally available in the cockpit.

### DOWNWIND CHECKS

<b>B</b>	Brakes	Off, parking brake Off
<b>U</b>	Undercarriage	Down and locked
<b>M</b>	Mixture (Choke)	Rich. Choke In
<b>P</b>	Propeller Pitch	Fine Pitch selected
<b>F</b>	Fuel	Pump on, contents sufficient
<b>I</b>	Instruments	Flight Instruments set as required
<b>T</b>	Temps / Pressures	All in normal parameters
<b>C</b>	Carb Heat	Hot (if engine running)
<b>H</b>	Hatches / Harnesses	Secure